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Industrial

1. As of 1949, there were only two industrial installations in the immediate vicinity of Maksay and both of these were located in the area north of the highway between Orsk and Nizhnevolzhsk. There were no industrial installations located in the area between the highway and the Reka Ural which area was largely farm country and which included two or more kolkhozes and the Maksay POW camp farm (51-12N/58-25E).
2. The largest industrial installation in Maksay (51-13-09N/58-24-34E) was located about one half mile due north of the Maksay camp and it was known as the Venutri Zavod. This factory did not employ any POW labor and very little was known about it by [redacted] although there were rumors that it was a large chemical plant.
3. The second industrial installation in the Maksay area was a new power station built between 1946 and 1948 to supply power to the Venutri Zavod and this plant was located about one quarter mile to the northwest (51-13-18N/58-24-28E). There was only one road to these two plants which ran north from Maksay past the POW camp.
4. There was one road from the center of Maksay south toward the river to the camp farm which is located south of the railroad line [redacted]
[redacted] If any buildings have been built in this area, it has been since 1949.

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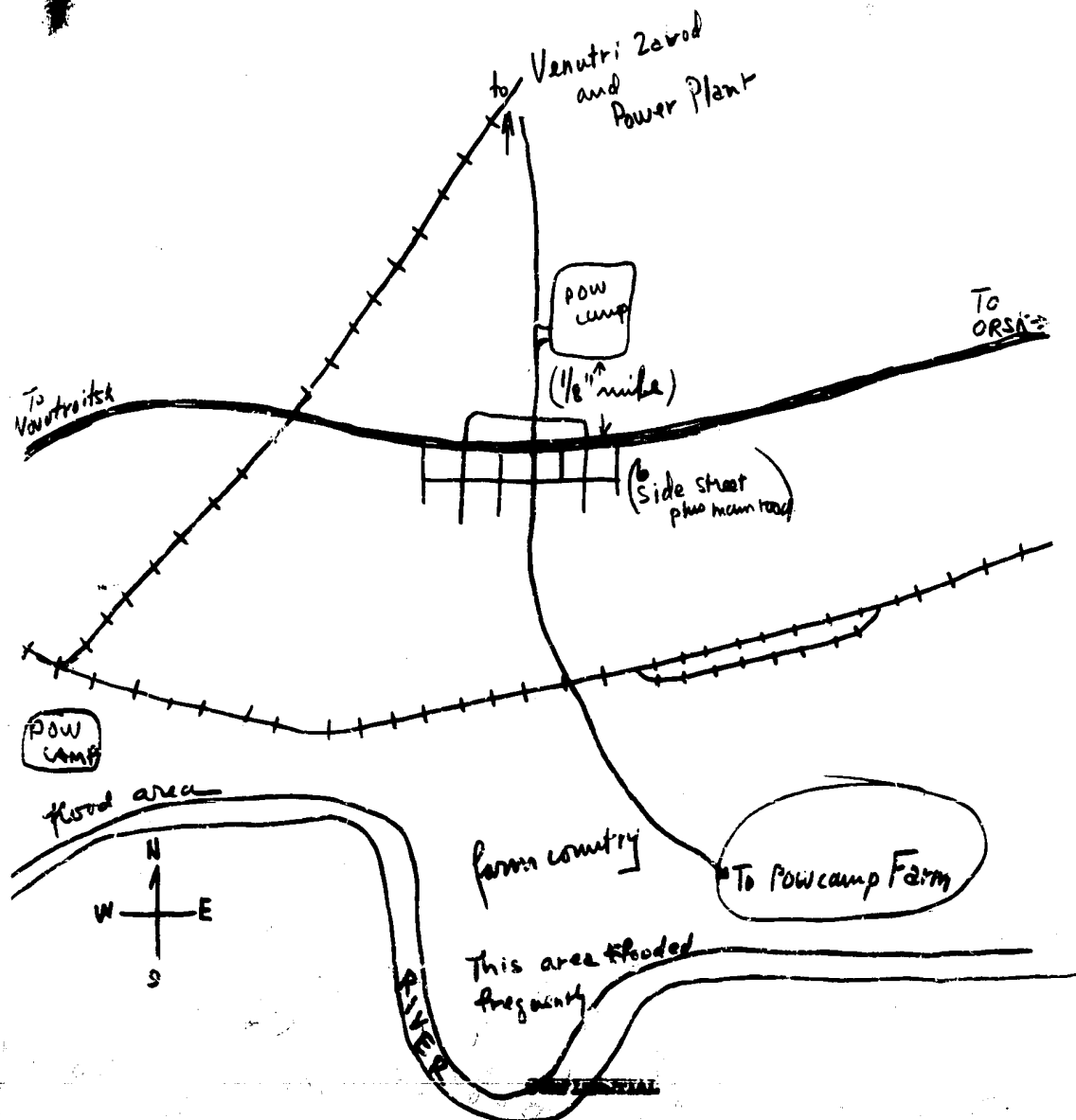
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5. [] there was only a single railroad line, as of 1949, running through the area south of the highway and it was about midway between the highway and the river. However, this railroad line had a small siding track near the camp farm on which freight trains were routed to give passenger trains the right of way. There were no spur tracks to any of the farm lands but there was a spur track off the main line about 1 to 1 1/4 miles west, southwest of Maksay (51-12-10N/58-23-05E) which ran in a northeast direction to Venutri Zavod.

General

6. Maksay is a small village with only one main street running east and west and a sub-main street running north and south. The several side streets are as shown in the following diagram:



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POW Camps

[redacted] Note: By looking at a detailed map of the area, [redacted]
[redacted] locations of the four POW camps in this area which connects
the original general locations [redacted]

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7. POW Camp No 235 was located about one eighth of a mile north of the main intersection in Maksay.
8. The POW camp known as "Kirpichnie" was located about half way between Novotroitsk and Maksay, between the Reka Ural River and the main line of the railroad (51-12-05N/58-23-05E). This camp had a capacity from between one thousand and 1500 prisoners and for a period of seven weeks in late 1945 [redacted]
9. The largest POW camp in the Orsk area was built in 1945 in the area about 2 1/2 miles northwest of Maksay (51-14-35N/58-22-40E). This camp had a capacity of 15 thousand to 20 thousand prisoners and the only road to it was a single road, about two miles long, that proceeded north from the main highway at a point about 2 1/4 miles west of Maksay.
10. The fourth POW camp in the Novotroitsk-Maksay area was located about two fifths of a mile due north of the Novotroitsk railroad station (51-12-10N/58-21-02E). This camp had a capacity of about one thousand POWs. [redacted]

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25X1Novotroitsk Industrial Installations

11. The Novotroitsk industrial area was located northeast of the city and east of the junction of the railroad line and the main highway to Orsk. The Electro Montage (51-11-56N/58-21-19E) manufactured electrical motors and it was located in the first (west to east) of three buildings located on the south side of the main highway.
12. The second factory, located in the middle of the three buildings (51-12-02N/58-21-37E) was known as Rimsi and it manufactured metal forming tools and motor parts.
13. The third large building in this row (51-12-09N/58-21-50E) was the transportation office which housed about 300 government-owned trucks that were used on a pool basis.
14. On the north side of the highway and about 100 yards northwest of the transportation office was a large building from which considerable machinery was removed in 1945 and 1946. To the best of my knowledge, no manufacturing took place in this building after that date. [redacted]
15. In the triangular area extending about one quarter of a mile north from the highway-railroad crossing on the northeast side of the track and about one quarter of a mile east on the northwest side of the highway, there was a large open storage space where [redacted] large quantities of German machinery stored in the open [redacted]
16. Between the junction of the railroad and the highway and the city of Novotroitsk itself, on the northwest side of the highway, there was a large bakery that furnished bread for the POW camps.

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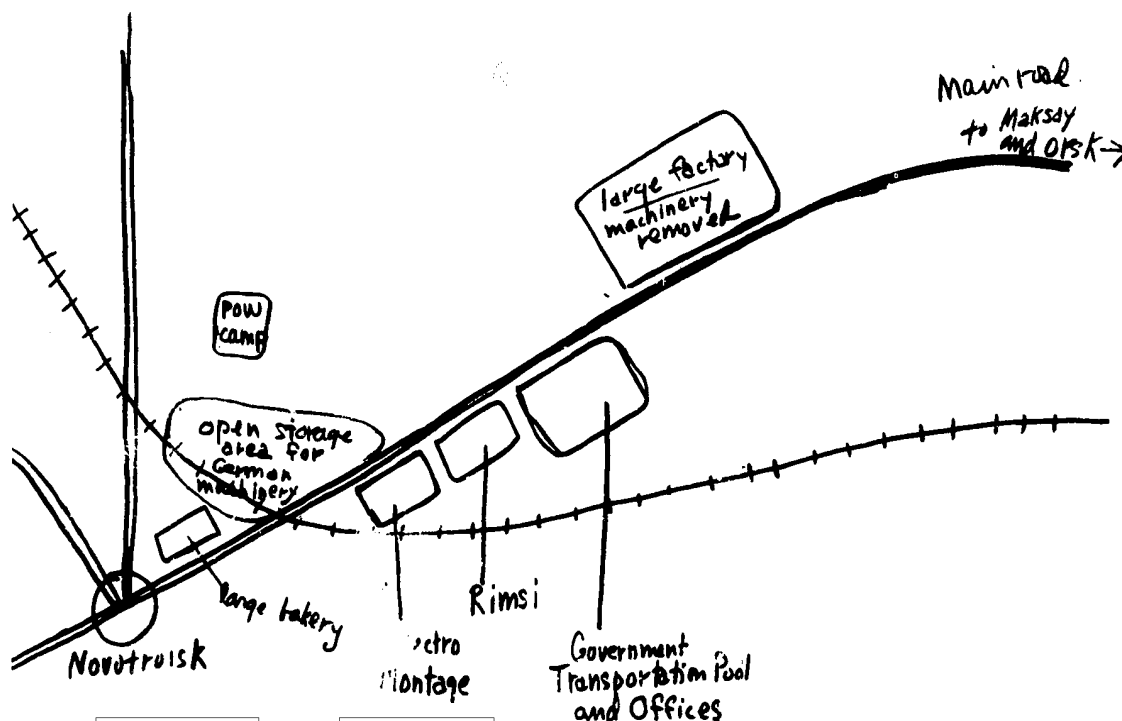
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17. [] diagram of Novotroitsk [] there was a single main street with two main roads to the north and northwest. There are other side streets connecting these three main streets.

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[] note: [] the information in this report a sanitized version of USAF target Complex Chart - Series 25, Orsk (7740), No 0236 - 9998 - 1 -25 A was used, and the coordinates listed in this report were plotted from this chart. [] the location of any industrial installation south of the main highway in Maksay which are shown on this chart. [] a chemical factory and a power plant north of Maksay. [] the location of three other industrial areas outside of Novotroitsk which do not appear on this chart. [] the small factory indicated by the black dot north of Novotroitsk station does not exist. [] the main line of the railroad and the general contour of the highway is accurate but there are no rail alignments as indicated south of Maksay. [] there was a spur line from the main line to the chemical factory north of Maksay.

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